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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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No. 15,521. 號一十二百五千五萬一第 日二十月二十年三十三緒光 HONGKONG, WEDNESDAY, JANUARY 15TH 1908. 三拜禮 號五十月正年八零百九千一英港香. PRICE, \$3 PER MONTH

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OF THE
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AND
DESCRIPTION.

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SHOT. From No. 10 to .5880. at \$3.37
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LADIES' BOOTS AND SHOES.

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9.30 a.m. to 11.00 a.m. . . . Every 15 minutes.

11.00 a.m. to 12.45 p.m. . . . Every 15 minutes.

12.45 p.m. to 1.15 p.m. . . . Every 10 minutes.

1.15 p.m. to 1.45 p.m. . . . Every 15 minutes.

1.45 p.m. to 2.15 p.m. . . . Every 10 minutes.

2.15 p.m. to 3.00 p.m. . . . Every 15 minutes.

3.00 p.m. to 6.00 p.m. . . . Every 15 minutes.

6.00 p.m. to 8.00 p.m. . . . Every 10 minutes.

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2.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.

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9.30 a.m. to 10.30 a.m. . . . Every 15 minutes.

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ESTABLISHED A.D. 1841.

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Hongkong, 4th January, 1908. 29

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Cables: A.B.C. 5th Ed. Lieber.

P.O. Box, 34. Telephone No. 12.

DEATH.

At the Hongkong Hotel, January 14th, 1908, E. L. WOODIN, aged 38 years (late of the P. & O. Company's service). The funeral will probably pass the Monument at 5.30 to-day, but an "Express" will be issued during the day.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 15TH, 1908

It is in the nature of things that good work should go apparently unnoticed, and occasional slips, or alleged slips, be specially noted. His Worship Mr. HAZELAND makes an excellent magistrate, and the general public can have a very inadequate idea of the arduous nature of his daily task, hearing hundreds of tedious cases mainly concerned with the petty side of human nature, its bad temper, careless lapses from the straight path, and general meanness towards its fellows. If Homer could not at times, the best of magistrates may surely overlook the importance of some not patently direct issue of one of the many cases coming in his daily list. The duty of a censor is rarely pleasant, and it is only the natural hatred of injustice, and concern for public safety, that prompts this dragging into light of two local police court cases. We can admit at once that our journalistic confrere LABOUCHERE of *Truth* would have difficulty in filling his famous pillory if his field were restricted to the courts of this Colony, but the very rarity of error only makes it appear the more striking. As regards the police side of the question, we should also hasten to remind ourselves that their lot is not a happy one when dealing with such perseveringly irritating people as

riches and chair coolies, and much previous worry in making them observe the regulation against loitering in front of busy premises doubtless contributed to the error of judgment attributed to the lukong whose conduct is described in to-day's article headed "Lukongs and chair coolies." We have no information beyond that appearing in type, and it may be that Mr. HAZELAND considered much more. The story is that a private chair-coolie who had just put down his mistress at a shop door, and was waiting for her return, was violently and persistently assaulted by a Chinese policeman, and, with his partner, was (as it appears) subsequently summoned by that officer for assault! On this evidence, His Worship discharged the defendants. Possibly if the coolie had taken out summons against the latter, but our point is this. Ought he in the circumstances to wait for such a preliminary, seeing that the offender is a public servant in his own department, whose conduct, according to the evidence, was most improper. It is highly important to the public that the men charged with the duty of maintaining the order of our streets should not themselves be disorderly, and we regret to record our conviction that the force seems in this respect to be getting out of hand. The Chinese policemen have not rid themselves yet of their typically Chinese ideas of procedure, and it is our experience that a low-class Chinaman in any sort of uniform is the most contemptible creature the Empire produces. It seems to be thoroughly demoralising to him to be "clothed in a little brief authority." Our observation of the in-lieu police does not compel much greater respect for them, and it may be remembered that not long ago we published a complaint of what seemed exceedingly inconsiderate and unnecessarily provocative conduct by a European policeman. This was a case somewhat similar to the one mentioned in Monday's issue, also tried by Mr. HAZELAND, who mulcted an unfortunate richia coolie in the (to him) large sum of three dollars for having failed to avoid with his wheel the obstructive foot of another lukong. One cannot help wondering how a policeman's foot, in spite of its size, came to be thus run over. The worst congestion of traffic ever seen in Hongkong scarcely could satisfy us that he could not, had he wished, have withdrawn it in time, and had he been sitting by Mr. HAZELAND's side, we should have enquired closely into the probability of contributory negligence. Here was a policeman walking or standing on the street, and there was a richia approaching him. Always providing he was not wrapt in dreams—and one may often observe a rapid expression on the constabular countenance—we picture him looking "through" the advancing vehicle, with that lordly, supercilious air that seems to say: "What is a mere richia, coolie drawn, that a gentleman warring the King's uniform need deviate a hair's-breadth from his stately path? Was he, perchance—and here the local *Zeitungs* acts as prompter—one of those who regard even a richia as "objectively unreal"? If so, imagine the swift and painful discovery when his poor Corns were compressed, his startled yelp, his oburgations, and the *lase surjeté* feeling with which he must have hurried the shame-stricken coolie before Mr. HAZELAND, to get his three dollar compensation. Come to think of it, our question "Is justice?" holds good either way. Three dollars were not enough if the coolie was to blame. There was the question of "moral and intellectual" damage as well as of mere blacking. We certainly do not favour a squad of pidgeon-ted policemen; the proper way to walk is with the toes turned outwards a little, but three dollars a time, we fear the lukongs will go in for spoiling the proper way by exaggerating it, unless His Worship eases the situation by letting them understand that it is not to be a fixed tariff.

The English Mail of the 14th December was delivered in London on the 11th inst.

We understand that the late Mr. E. L. Woodin (formerly in the service of the P. & O.) had many friends in this Colony, to which he returned only a week ago. He was staying at the Hongkong Hotel, and as he was found dead in his bed yesterday morning, there may have to be an inquest. This explains the uncertainty of the funeral notice elsewhere.

The Hongkong Civil Service List for 1908, with its budget of useful information, has reached us. This work, which is in its fourth issue, contains the usual historical and statistical abstract compiled at the Colonial Secretary's office, and now brought up to the end of 1906. Everything that a Civil Servant wants to know appears in this well-digested book, which is also a useful guide in many matters for public men. Its least excellent feature to our mind is its bibliographic list of Hongkong, which is perhaps necessarily incomplete, but we cannot understand the principle of selection.

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Our paragraph on the stranding of a steamer up the West River was wrong as to the name. We are now informed that it was the *Sun-ai*, but the *Sun-ai*. She was refloated, at high tide on Monday, and continued her voyage to Wuchow.

Yesterday morning His Excellency the Governor of Macao and Madame Coutinho left for the Portuguese Colony by the gunboat "Rio Lima." Captain Mitchell-Taylor, A.D.C., Consul Romano and Commandador Leiria accompanied the visitors aboard, and saw them off.

By kind permission of Lt. Col. Price and Officers of the band of the 120th Duke of Cornwall's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday (weather permitting):

March....."El Capitán"..... Souza
Overture....."Flotte Barache"..... Sippe
Serenade....."Andalous"..... Elienberg
Selection....."Lucia & Levaunmore"..... Donizetti
Valse....."The Merry Widow"..... F. Johar
La Tarantelle de Belphegor..... Albert
Selection....."The New Ala din"..... Caryl
Two Step....."Lorinda"..... Ring

LUKONGS AND CHAIR COOLIES.

AN ALLEGED ASSAULT.

At the Magistracy yesterday before Mr. F. A. Haseland Lukong 169 summoned two private chair coolies, employed by Mr. B. Orniston of the Mercantile Bank, for assault. The complainant, in the course of his evidence, informed the Court that at the first defendant struck him with a bamboo pole while in the execution of his duty. Then he blew a police whistle for assistance, and arrested the chair coolies.

Inspector Collitt stated that while in Fadder Street at about 12.45 p.m. on Monday he heard the sound of police whistles in the direction of Messrs. Kruse and Co. On proceeding in that direction he saw the defendants' chair in the side channel. The second defendant was standing in the shafts, while the complainant was holding the other coolie by the queue. Sergeant Doveney also attended when he heard the whistles.

Mr. S. Kingsbury said he was standing near Kruse and Co's premises shortly after noon on Monday. He saw the chair stop before that establishment, and a lady step out. Next he noticed that the chair was placed in the gutter; that a lukong had hold of the first defendant by the queue, and that he seemed to be using unnecessary force in twisting and turning it. He also threatened the coolie. The first defendant had a pole in his hand at the time, but did not attempt to touch the lukong. The latter struck the defendant on the jaw; the coolie ran away, but the lukong chased him, and after securing him, struck him two or three times more.

After further evidence for the defense the first defendant entered the witness box. He stated that without saying a word the lukong walked up to him and struck him right and left on the face. Defendant put up his hands to ward off the blows, and now he was accused of assaulting the lukong. "How dare I," he said in conclusion, "strike a man belonging to the Police force?"

THE Y.M.C.A. "PARLIAMENT"

The Y. M. C. A. Literary and Debating Society held their second sitting "In Parliament" on Monday, when an interesting and successful evening was spent. Several new members were enrolled last week and the interest in the Society is increasing. The session opened by questions, the Opposition applying to the Government for elucidation on several points, but notice was asked for and replies deferred. Mr. R. C. Barlow then gave notice of his intention to bring forward a Bill to tunnel the harbour to facilitate communications and traffic between the Island and the Mainland. The Bill for improving the defences of the Colony by local means was brought forward for the Second Reading. Mr. S. H. Sutton, from the Opposition Benches, opened the debate and was followed by Mr. J. H. Barrington who pronounced strongly against the compulsory measures proposed. Mr. Fuller defended the Bill. Mr. J. C. Pendlebury considered the Bill had been loosely drafted and lacked practicability and foresight. Messrs. Barlow and A. L. Nairn also spoke in opposition, the latter asserting that the adoption of the Bill might result in the Colony dispensing with the services of a limited number of the existing garrison, and suggested that the loss of their patronage would be seriously felt. Mr. B. L. Frost pointed out the necessity for bringing compulsion to bear on the persons covered by the Bill and was followed by the Leader of the Opposition, Mr. S. Kingsbury, who claimed the moral defeat of the Government on several counts. Captain Brown failed to see that any material objections had been brought forward by the Opposition. Mr. S. R. Moore also spoke for, and Messrs. B. Ayris and W. T. Edwards against, the Bill. Mr. R. A. Lowry closed the debate and appealed to the House to support so essential a measure. The motion was put to the House and was carried without a division. The Government then introduced a Bill to promote better commercial relations with China. This passed the First Reading and the House adjourned for the week.

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LATEST STEAMER MOVEMENTS.

The M. M. str. *Oceanic* with the next French Mail, left Singapore on Tuesday the 14th inst. at 11.30 a.m. for this port via Saigon.

The Chargeurs Réunis str. *Melle* is expected here on Monday, the 20th inst.

The O. & C. str. *Asia* arrived in San Francisco on the 9th inst.

The Boston str. *Kametic* sailed from Yokohama for Kobe on 12th inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN SOCIALISTS.

LONDON, January 14th.

One hundred people were arrested and many injured during a Socialist demonstration at Berlin. The Socialists have decided upon a general strike.

COTTON.

LONDON, January 14th.

Negotiations in connection with the Lancashire cotton dispute have failed, and a general lockout is now believed to be inevitable.

THIRD TEST MATCH.

LONDON, January 14th.

Australia's score in the second innings stands at 377 for the loss of seven-wickets. Hill, not out, being 106, and Hartigan, not out, 105 runs.

FIRE IN A THEATRE.

LONDON, January 14th.

A fire occurred in a theatre at Baytown, Pennsylvania, one hundred people being killed.

[REUTER'S SERVICE.]

CANADIAN IMMIGRATION.

LONDON, January 12th.

The anti-Japanese immigration regulations mentioned in the telegram of the 7th inst. (No. 5954), will be enforced in British Columbia immediately.

DISASTER IN A MUSIC HALL.

LONDON, January 12th.

A disaster occurred in the Barnsley Public Hall at a Cinematograph performance, where a number of children, of the average age of 6, rushed down the stairs to obtain better seats and 16 were crushed to death, many being injured.

THE UNITED STATES FLEET OF BATTLESHIPS.

LONDON, January 12th.

The United States fleet of battleships has arrived at Rio de Janeiro.

GERMANY.

LONDON, January 12th.

The Social Democrats held eight meetings in Berlin yesterday, at which the representatives of 14 of the suburbs were in favour of the extension of the Prussian franchise on the same principle as the Reichstag. After the meetings 30,000 men in ten columns attempted to march to the palace and the Unter den Linden, to which all access was barred by the police, who broke up the processions with great difficulty; and at one point blood was shed.

THE SHAKUWAN BURGLAR.

POLICE SERGEANT'S CONDUCT RECOGNISED.

Some weeks ago an account of a desperate struggle between Lance Sergeant Fowler and a Chinese burglar at Shaukiwan was published in these columns, and it was then reported that it would probably be some weeks before the burglar would be sufficiently well to face the Court. Yesterday he was placed before Mr. H. H. J. Gempertz at the Magistracy on three charges of burglary, and on a charge of assaulting Sergeant Fowler while in the execution of his duty. His Worship, on the evidence, found the charges proved and sentenced the prisoner to six months' imprisonment on each of the charges of burglary, the sentences to run concurrently; and on the charge of assault the prisoner was sentenced to another six months' imprisonment, the sentence to be consecutive.

His Worship then strongly commended Lance Sergeant Fowler for sticking to his prisoner in spite of the injuries inflicted upon him, and said he would see that a report of the policeman's conduct was forwarded to the Government.

BANK DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of 23 per share of the old issue of the new issue; and to the Silver Reserve Fund \$500,000 and carry forward about \$2,000,000. In addition to the above the amount received as premium on the new shares has been dealt with as follows:—1. To the purchase of Consols of sufficient nominal value to increase at \$2 the Sterling Reserve Fund by \$500,000, which fund will then stand at £1,500,000.—2. To the transfer to the Silver Reserve Fund of the balance of \$1,250,000.

SUPREME COURT.

Tuesday, January 14th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. A. WISE
(PUNISHING JUDGE).

MONEY LOAN ASSOCIATION CASE.
Action was brought by Mr. C. F. Dixon (of Messrs. Hastings and Hastings) as trustee of the bankrupt estate of Kwok Fui-oh, to recover from the Tai On Chan firm the sum of \$600, alleged to be due by them to the bankrupt's estate in respect of a money loan association. Mr. Davidson (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring and Barlow) for the defendants.

His Lordship (to Mr. Davidson)—I would like to know what *locus standi* your client has? This money is not due to the estate?

Mr. Davidson—I submit it is.

His Lordship—An outside creditor cannot claim this loan association money. It has nothing to do with the general creditors.

Mr. Davidson—I submit each member of the Association made a separate contract with the promoter, and I submit this money is part of the bankrupt's estate.

His Lordship—You mean to say an outside creditor for goods sold and delivered is entitled to share in it?

Mr. Davidson—Yes, my Lord.

His Lordship—Well, you certainly cannot deliver it to them. It is in his hands to distribute among members. They pay subscriptions each month, and he takes the discount as profit. It is not part of the general estate; in fact, it is not the property of the bankrupt at all.

Mr. Davidson—I submit the general creditors are entitled to share.

His Lordship—The object of an association of this sort is to benefit the promoter. When a man or woman gets into difficulties, he or she starts a loan association. The trustee is acting for the general creditors, but the only people who can share in this money are the subscribers to the association. I think it has nothing to do with the trustee in bankruptcy.

Mr. Davidson—I submit the trustee is entitled to sue unless the defendant shows that he is a trustee. I submit the onus is on him to do that.

His Lordship—I am not going to decide that point just now. I will adjourn the case until Friday.

GINGER AND CUSTOM.

Dang Chee, Son and Co., proceeded against the Yau Leung firm for an amount alleged to be due as losses sustained by the plaintiffs in connection with a contract made by the defendants to supply 200 casks of ginger. Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the plaintiffs, and Mr. R. D. Atkinson (of Messrs. Dawson, Lecker and Dawson) for the defendants.

Mr. Goldring said there had been dealings between the two firms for a considerable time with respect to ginger of certain brands. The question that would arise in this case was whether the goods were inferior and not according to sample. His clients contended that the custom among the Chinese in Hongkong was to accept the report of a qualified surveyor in London on this point, and to make deductions where it was reported that the goods were inferior in quantity or quality. In the event of his Lordship deciding that these surveyor's reports were not acceptable he must ask for a commission to England. It seemed to him that it would be a very serious thing if export firms had to send home in cases of this sort. He submitted that it was absolutely clear that the ginger was of inferior quality.

His Lordship—I should like to hear some evidence on the other side as to surveyors' reports. I set on them every day of my life, and I don't see why I should go back on myself.

Mr. Atkinson—This report is addressed to somebody entirely unknown to us. It is dated months after the ginger arrived in England.

Tang Chee said he was up till December 31st managing partner of the plaintiff firm. He entered into a contract with the defendants for the purchase of 200 casks of ginger. The consignment complained about the quality of the ginger, and on receipt of these complaints he spoke to the defendant firm. They replied—"Get a report from London about it." W. Soes wrote home, and received the report produced from his firm's agents.

Mr. Atkinson objected to the report going in as evidence. It was not addressed to any of the parties in the action.

In reply to his Lordship witness said the report was sent to his firm's agents in London.

Mr. Atkinson said the ginger was despatched in September, and it must have arrived in London in the ordinary course of events early in November, and the report was dated six months after that.

His Lordship—I will tell you at once that this report, as it stands, is not evidence.

Mr. Atkinson—I might also state that this report is a report by the plaintiff's surveyors.

Mr. Goldring contended that it was the custom in Hongkong to accept these reports.

Mr. Atkinson—I submit it cannot be the custom unless it is agreed to.

His Lordship—If they say the stuff is inferior they must prove it, and one of the best ways is to get expert proof.

Mr. Goldring said he had asked the other side to admit a certain document, and they would not consent. He was now forced to send a commission home, and the whole expense, he contended, would fall on the other side.

His Lordship—If he loses.

Mr. Atkinson said the report was only the evidence of one set of surveyors, but it was absolutely necessary to have evidence on both sides.

PUGILISM.

Mr. Goldring—I say the expense falls on the other side. The expense of proving the fact must fall on them.

His Lordship—If you win you will get your costs. I had better adjourn the matter for six months. You will have to make your application for a commission in the ordinary way.

Mr. Goldring—I will apply in Chambers.

COTTON AND SCHUTTER

As mentioned briefly in last issue, the boxing exhibition witnessed by a large attendance at the City Hall on Monday evening was as exciting as any of the tournaments that have recently been seen in Hongkong. There were no clean knock-outs, this being accounted for by the even matching of the contestants. Most of the preliminaries were fights worth seeing, but the star event of the evening, between Perkins and Williams, was a disappointment, the Naval man holding up his hands after a minute's boxing, this being sufficient time for Perkins to satisfy him of his inferiority. The first fight of the evening, between

was perhaps the prettiest and gamest of the bouts. Coyne is from the Navy, and Schutter from H.M.S. "King Alfred." Coyne had a big advantage in the opening rounds, his well directed blows taking effect, while Schutter, who by the way is a hard puncher, wasted much energy on Coyne's guard. In the third round Schutter showed signs of fatigue, and had Coyne worked his left with the same energy as his right, the chances are that the fight would have been brought to a speedy end. Schutter rallied as the fight proceeded, lost all his symptoms of distress, and in the ninth round gave Coyne considerable punishment, sending him to his knees three times in succession. Even then the Navy man, although "groggy," refused to give in, and guarded himself until the sounding of the gong gave him a brief respite. He came up a little fresher in the last round, and succeeded in carrying it through, but it is possible that Schutter would have sent him to the boards had he been capable of delivering a blow. As it was, he was as much fatigued as his opponent, and the referee's verdict, "a draw," was the popular one. Both men showed admirable temper, and each in turn gave examples of forbearance of the right old English sort.

COLLINS V. ANDERSON.

"Lottie" Collins of the R.G.A., and Fred Anderson of the 3rd Middlesex Regiment were the next to take the ring. Both were big men, both were hard hitters, and both astonished the audience with the amount of punishment they took. True, there was much air punching, but many of the hefty drives and swings found billets, but both men paid more attention to defence than to attack, and in the sixth round, Anderson being declared the winner on points, the audience seemed far from satisfied.

THOMAS AND MARIOTT.

This was an eight round contest for the featherweight championship of the Colony, and a willing eight rounds it proved. Mariott finding a worthy opponent in the smart little man from the "King Alfred." Thomas opened the first round with a rush in, but a fight from Mariott "tapped his claret" and staided him. Several give and take rounds followed, but Mariott's activity saved him a deal of punishment, while Thomas, whose guard was broken on many occasions, had to stand some exceedingly hard hitting. In science and skill, the fight was Mariott's, and the referee awarded him a win. Both men deserved the compliments they received.

CHILD'S V. NEWMANN.

"Taft" Childs of the "King Alfred," who on this occasion was pitted against an opponent somewhere near his own level, showed to much greater advantage than he did in his recent fight with "Billy" Bellow. He was a better man than Newmann of the Middlesex Regiment, and in consequence punished him severely. The first few rounds were in favour of Childs, and then Newmann, rushing in, let his opponent feel the strength of his arm. He was outclassed by the sailor, however, who in the next few rounds attacked his face with visible effects. A right cut in the fifth round sent Newmann to the boards, but the gong saved him. In the sixth round he was unable to ward off any of the nine left leads which Childs placed on his jaw, and after he had received an other sixteen in the seventh round the referee stopped the fight, stating that Newmann's right arm was hurt, and that it would be cruelly to let him continue.

WILLIAMS AND PERKINS.

The star event of the evening was between "Taft" Williams of the "King Alfred," 11st, and "Polly" Perkins of the Middlesex Regiment, 11st 1lb. The former's challenge must have been a bluff. Williams was supposed to be a "dark horse," and as rumour said that Perkins would get "all he wanted," those present anticipated an exciting fight. But they were sorely disappointed. "Taft" led off with a right swing, the force of the blow, which missed its mark, making him spin on his own axis, so to say, and leaving him dizzy. Perkins rushed in and rained heavy blows on the sailor as he followed him round the ring, eventually keeping up his practice in a corner until Williams put up his hands and intimated that he had enough. The fight lasted barely a minute.

CHALLENGES.

Seaman Garter came forward with a challenge to fight Mariott ten or twenty rounds for the bantam weight championship of the Colony, and an M. C. announced that either Mariott or Coyne would accept his challenge for from \$200 to \$500 aside, and the best purse offered. There were other challengers, more like idle "bols" than business.

CORRESPONDENCE

TROUT AT HONGKONG.

[TO THE EDITOR OF THE "DAILY PRESS"]

Colonial Secretary's Office,
Hongkong, 14th January.

SIR,—It may interest you to learn that His Excellency the Governor having decided to try the experiment of stocking some of the Reservoirs with trout, a consignment of the ova of trout is expected shortly from the hatches of the Canadian Government.

If any of your readers have had experience of hatching out ova of trout perhaps they would be good enough to call on the Colonial Secretary.

Yours truly,
F. H. MAY.

"CHRISTIAN SCIENCE."

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—I am obliged to Major Fisher for the courteous reference to my "very reasonable" query, and in return should say that while I have never yet got any of my Christian Scientist acquaintances to "talk English," I have usually found them very patient and good-natured, in fact, good Christians. This is distinctly in their favour, that they avoid the "odium theologum" in the way they do. I am sorry, however, that Major Fisher shirks the answering of my simple question. Surely it is capable of a brief answer in plain English, or plain metaphysical English. I cannot accept his kind offer of a personal appointment and explanation, and trust he will see the advisability of answering the question as publicly as it was put. May I simplify it for him? Is there any real reason why the Christian Science "treatment" of a case of cancer in the jaw should not be as efficacious to remove two days' trouble on the chin? Surely that does not require "too much metaphysical discussion"?—Yours truly,

UNSCIENTIFIC CHRISTIAN.

[This is certainly the shrewdest pose I have so far had, and we offer any competent "Christian Scientist" reasonable space for its answer. It may interest readers to know that the letter has reference to an actual local case.—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—In answer to the long letter in this morning's paper from Major H. F. T. Fisher, I would like to say a few words.

(1) "Christian Science" has not been before the Hongkong public for the last forty years. Until the *Daily Press* threw light on it, none of my family knew that it had any following here at all, and I personally am glad you are trying to "nip it in the bud." The notorious Dowry tried to enlist followers in this part of the world, and it is to our credit as a community that he failed.

(2) For every sad that has ever arisen, it might be argued that "hundreds of thousands of people gladly testify." That proves nothing. Look at the deluded people who write in praise of quack panaceas.

(3) I attach no importance to the statement that 75 per cent of Christian Scientists claim to have been "given up" by doctors, "when every human agency had been tried in vain." The evidence of such people needs to be supported by that of more trustworthy witnesses. Did any reputable doctor ever admit that a case "given up" by himself had subsequently been cured by "Christian Science"? I would prefer an English doctor from the medical directory.

(4) If the lecturer does not want to make converts, why should he desire to "remove prevalent misconceptions"? On the other hand, if he and his colleagues think they have got hold of a valuable truth, why do they not strive to make converts? They do hope to make converts, and have been making them, according to what I have learned lately. Their journal, of which I have seen a copy, bids members to make converts.

(5) I would like to be certain that, where the law demands the requisition of a doctor, all "Christian Scientist" parents loyally obey. How can your correspondent be sure of that? I have heard quite lately that a local adherent told a friend of mine that though she called the doctor for her children, she had not troubled to follow the treatment he prescribed.

(6) The evasion of another correspondent's query, as to why a Christian Scientist should trouble to shave, was just what I expected.

(7) How was Mark Twain's criticism "unwarranted and unmanly"? Mrs. Eddy submitted her ideas for public acceptance or refusal, at a price. As a public writer, it was Mark Twain's duty to write what he had discovered about another public writer, who, moreover, was not relying only on his literary style (like him) for support. One might as well say it is "unmanly" of an upright judge to condemn a female criminal. If Mrs. Eddy was not rich before she published her book, if she had not made money out of it, how comes it that her own relatives should have been fighting over her estate?—Yours truly,

PATER FAMILIAS.

[We have omitted the end of this letter, for this reason. It cannot affect the issue at Hongkong whether Mrs. Eddy be a worthy individual or otherwise, and as she seems to be held in love and veneration by her adherents, we hope correspondents will note that we are in no need of hurting their feelings.—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—You ought to point out how "ingeniously, not ingenuously" (to quote your own phrase) the Christian Science people misquote professional men when it suits them. I have been shown a Christian Science article in which the "American Physician" (written by a New York doctor) was thus misquoted:

"Dr. George J. Simpson says: 'That disease is cured by faith and prayer is so well attested that it would be foolhardy in me to contradict.' In speaking of drugs as auxiliary to other

healing forces he says, 'They [drugs] are not however, the sole or chief reliance of the physician. Every physician is aware of the immense influence the mind exerts over the body, and when wise he utilizes this to his own renown and the patient's good.' This is the point. The American doctor was showing (obviously, I think) that the sound root idea of "Christian Science" was a medical properly long before Christian Science was heard of; that the interdependence of mind and matter was and is recognised and acted upon by materialist doctors who regard mind as a manifestation of matter. The suggestion of the misquotation is that Dr. Simpson was admitting the Christian Science claim that "disease is cured by faith and prayer" alone—quite another thing. He probably spoke of drugs as an indispensable auxiliary.—Yours truly,

M. D.

[Our correspondent is not quite fair in referring to it as a "misquotation." The hints show that only parts of the context were given, and only inattentive readers would be misled into thinking the writer a convert to Christian Science. It is almost impossible to save inattentive readers from themselves, but perhaps it would have been more sportsmanlike to try. The quotation seems to us, from a Christian Science standpoint, unfortunate, as conveying (to attentive readers) a purport quite other than that it was perhaps intended to give to the other kind.—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS"]

Dear Sir,—You must be aware that a journalist—and especially that representative of journalism, an Editor—can make most things appear ridiculous, and can easily deduce where deduction is an advantage to his argument. Such a line of attack may be perfectly sincere, and I believe that you adopted this course in all sincerity. My object in mentioning this fact is simply to point out that your leading article of this morning is a clever piece of special pleading, and no proof that Christian Science is either illogical or absurd. It is difficult, even for an Editor, to express thought in terms of logic and with the "crystalline clarity colloquially desiderated" by your correspondent; but there is no contradiction in the statements which you mention as having been made to you by the two representatives of the Christian Science Society of Hongkong—of whom I was not one.

I may say that the following of Christian Science in America, England, and Australia, includes a great many men who have proved their intellectual soundness at the University, in Medicine, at the Bar, in the Army and Navy, in Journalism, and in Commerce. When I assure you that I have been physically and mentally benefited by Christian Science, and that I have personal and intimate knowledge of its truths by its works, I do not wish to appear as attacking the medical profession, especially as three of my near relatives have practised medicine. With best wishes to you and other critics—Yours truly,

S. KINGSBURY.

[The unvarying good temper displayed makes us regret the necessity of criticising such a lovable people. The two gentlemen referred to in our last article called again yesterday, and suggested in the friendliest possible way, that it was "hardly playing the game to base an article on a private interview." We must at once remove this error, in case it exists elsewhere. We never heard any suggestion before that the interview was to be considered private. When people call at a newspaper office to discuss anything that may have been published, it is assumed, in the absence of any request to the contrary, that the journalist concerned is being talked to with a view to further publication. Otherwise, why trouble him? These gentlemen were plainly and frankly informed at the first interview that except from a journalistic point of view, (our duty to our readers) the question at issue had no interest for the individual with whom they discussed it.—Ed.]

A NOTHER CHINESE CRIME.

Another of those stories of armed robbery, so prevalent in China, was told to Mr. E. A. Hanson at the Police Court yesterday afternoon, when Chief Detective Inspector Hanson, on behalf of the Chinese Government, applied for the extradition of one, Ho Chan.

Mr. Hanson informed his Worship that two of the witnesses hired an orchard in the Nam Hoi district. Their house, which adjoined the orchard, was visited on the morning of February 14th by the defendant, who was accompanied by six men armed with revolvers. The door of the house was broken in, and the first witness to be called would say that the defendant caught him by the throat, and asked why he had not paid the \$300 that had been arranged should be paid some time previously. This was a case of blackmail, and the robbers visited the house because the money had not been paid. On this occasion the defendant told the inmates they would be killed if they failed to carry out their promise. The robbers then proceeded to ransack the house, and carried off \$86 in money and a quantity of clothing. Before leaving they also reminded the inmates that the \$300 must be paid within two days. The inmates becoming frightened left the district, and went to their respective homes.

Evidence was called, and the hearing adjourned.

WEATHER REPORT.

On the 14th at 11.55 a.m.—The depression has moved into the Pacific to the N.E. Japan. The barometer has risen considerably and is again high over N. China.

Gradients are steeper, and the monsoon is expected to freshen in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, freshening; cloudy, misty. Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lantau	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

THE PERSIAN GULF.

GERMAN FIRM'S STORY.

Berlin, December 13.

The *Hamburger Nachrichten* publishes an authentic version of the much-discussed "Anglo-German incident in the Persian Gulf." Furnished by the Hamburg firm of Traun, Stärken, and Company.

According to this account the German firm of Wöckhaus and Co. leased the absolutely uninhabited island of Abu Musa, in the Persian Gulf, from its owner, a wealthy Persian, in order to dig for oil. There are neither stores nor coal deposits on the island, so that no questions of continental good. The English gunboat *Leopold* brought an Arab Sheikh of the Pirate Coast to Abu Musa and forcibly transferred coolies in the service of Wöckhaus and Co. to the Persian mainland. This Arab Sheikh prohibited work in the oxide mines, which were leased last year by Wöckhaus and Co. from the legitimate owner, and drove off with rifle shots the representative of the firm. The object of this action is to transfer the oxide business into English hands and to take the freight from the Hamburg-American Line. For this purpose the English Government required the services of a third person, namely, the so-called independent Arab Sheikh who is merely an instrument in the hands of his English protectors.

In an article headed "English Friendliness," the *Hamburger Journal* says: "While the English Press has recently been admitting equal rights for German trade and shipping in Mesopotamia, this little move has been carried out under the Arabian flag against a successful German enterprise, the consequences of which are that the interests, in the first place, of the wealthy native proprietor of the oxide mines, and, in the second place, those of German shipping and German trade are damaged. It must be expected that the Foreign Office that it will resolutely take the matter in hand and assume the necessary firm-front against the audacious illegality of which the English captain has rendered himself guilty. German trade and German shipping have the right most emphatically to be protected against such violence, which proceeds from English jealousy of competition."

The *Berlin Neues Nachrichten* demands an authoritative statement on the subject, and says that if the version above quoted is correct, English aggression must be repelled with the utmost energy.

The *Tagblatt* notes that the version here cited is that of the injured party, and says that until the affair is cleared up it shows lack of conscience and principle to talk about English aggression and audacious illegality.

ENGLAND AND RUSSIA IN PERSIA.

Paris, December 12.

The latest monthly bulletin of the Comité de l'Asie Française, an influential body founded seven years ago to watch the progress of affairs in Indo-China and Central Asia at large, contains a long and interesting report on the relations between Russia and Great Britain in Central Asia, by Major Lacoste, a French officer who has recently returned from a protracted journey in the confines of Afghanistan. The report is written before the beginning of the Anglo-Russian agreement, but the writer's conclusion at the end of a most exhaustive study of the whole question is that the true settlement of the matters at issue between Great Britain and Russia was to be found in agreement and not in conflict.

Major Lacoste's paper is largely historical, and covers a long period of the relations of Russia and Great Britain with Afghanistan, Tibet, and Persia. In particular the question of Persia is very fully dealt with and the growth of Russian influence in that country is clearly and clearly followed. At length, proceeds the writer, it becomes necessary for Great Britain to take steps to counteract the machinations of the Russian Government, and the mission of Major McMahon into Seistan was accordingly decided upon. The gallant officer remained in the country for two years, and his intervention produced a marked effect not only on the Persian people, but also on the diplomatic world.

Major Lacoste tells the following story of another method adopted by the British Government to strengthen its influence in Persia. In 1902 the Russians were all-powerful at Tauris, at Teheran, and at Meshed. Roads connecting these great cities with the commercial channels of the Caucasus and Turkestan had been constructed; the wars of Moscow were flooding the markets; the Russian Banks had become the sole pecuniary supporter of Musafferd-din, and in short everything seemed to contribute to the success of Russian policy.

There then began the campaign which, managed skilfully by British agents and perhaps supported by British gold, led Persia towards the liberal movement and the institution of a Parliament. "Since the Shah, the Ministers, and all the great personages," said the English to themselves, "appear irretrievably given up to Russian influence we shall replace them or rather duplicate them by people devoted to ourselves."

In July, 1903, serious troubles occurred at Teheran. The bazaars closed, the Mollahs openly preached revolt, and a crowd of several thousands of parents took refuge in the gardens of the British Legation. The Russian Government, it was clear from that time that the movement would reach the provinces, and that it would go just so far as the British chose to let it. In fact, as a consequence of turbulent demonstrations which occurred successively at Tauris, at Ispahan, and at Shiraz the Shah had to sign on January 1, 1904, a firman which granted a constitution to his people. Scarcely had Parliament met when the deposition of its members and the influence which they obeyed became apparent. First of all the Assembly demanded the dismissal of Mr. Naze and of the other British agents wherever they saw it in operation. These having been sacrificed in part, the Deputies demanded the resignations of the Grand Vizier, Mushir ed-Dowleh, well known for his Russianophilic opinions, and then, carrying their demands still further, they sought to cause the Minister of War, uncle of the Shah, to relinquish his office. This Prince, who is very intelligent and has received a European education, is supposed to be entirely given up to Russian ideas. These very important results were supplemented by the increase of influence according to the English through the fact that the insurgents both at Ispahan and in the capital had by a common agreement taken refuge on British territory.

British diplomacy had thus achieved a striking revenge upon its rival, and, after having, from the force of circumstances, occupied the second place for a number of years, it passed at one stroke to the first.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crime. Charmante, Last Christmas and Special Skin Tonic and Poudre Charmante will enable you to do it. Hair Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

THE CHINESE CONSTITUTION.

IMPERIAL EDICT.

December 25.

I, Emperor of China, under instructions from Her Majesty the Empress Dowager.—

Last year an Edict was issued to prepare for the establishment of a constitutional form of Government, but as the matter is of so great importance and of so complicated a nature it is impossible to inaugurate the New System hurriedly. A good policy must first be inaugurated in the Central Government which is the head, and the people must understand well to what extent and in what way they are bound by their obligations towards the Government. When this is done the drafting of constitutional laws may be commenced, but the present time can only be regarded as a period of preparation, and this was clearly explained in the former Edicts. The case for the introduction of the constitution will be determined solely by the condition of the people whether they prove themselves ready for it or not. We therefore, as Sovereign or statesmen should keep our minds bent on furthering this end in all we do, and order all things so that the constitution may be hastened and we may rejoice with the people.

Looking at the monarchical governments of other countries we find the chief power is held by the Sovereign and administrative body elected by the people, and that while the people elect a strong voice in the administration, all matters are subject to the approval of the Throne. On the other hand all proposals made by the people are governed by the laws of the country and therefore fundamental principles of the constitution are not violated. The people of China have always been actuated by feelings of respect and courtesy and a strict distinction has been made between the various classes, and although some ideas and systems may be adopted from other countries we must still retain the correct traditions of our race. Of recent years in almost every province there have been those who display a great lack of intelligence, who do not understand the circumstances of the nation, and interfere with the domestic and foreign affairs of administration according to their own ideas of what a constitution implies. They gather bands of followers and create needless alarm, and their mistaken ideas lead to other mistaken ideas, until we fear serious complications may ensue and the public peace be disturbed. How can we expect to hasten the progress of the country in this way? The people in constitutional countries endeavour to uphold the dignity of the government, and have no stone unturned to maintain the public peace by amicable measures. In forming parliament the opinions and desires of the whole population have to be ascertained, and there are certain methods by which this is done and how members are to be elected, and rules for the calling together and dispersing this legislative body. These things can only be done in accordance with certain established methods. There are also certain rules to govern the debates which take place, and what matters should or should not be discussed. It is not allowed for any one to speak when he likes nor is another permitted to interfere when a member is speaking. Everything is done in good order and in accordance with regulations. Now the Imperial Assembly in Peking and the departments for political discussion opened in each province are intended as the foundation of the future parliament, and all matters suitable for parliamentary discussion must first be dealt with in these provincial departments. If there is any matter of real importance brought forward the proposals made must be handed to the chief official of the province who will submit them to the Assembly for consideration. This procedure must be adhered to and no irregularity occur. The people are further prohibited from circulating rumours and disturbing the public peace. Laws have been drawn up for the newspapers and Municipal regulations have been compiled, and the Municipal Board is directed to further select from any other countries matters which shall be dealt with by the provincial debating departments. If any one attempts to circulate false reports, create bad impressions, or in any way disturbs the peace of the country, he shall be severely dealt with according to law and this Edict must be actually observed and carried out in all its details without evasion. Any Viceroy, Governor or other high official in whose district any disturbance or public calamity occurs will not be allowed any excuse but be held fully and solely responsible for such occurrences.—P. & T. Times.

DEFENCE OF AUSTRALIA.

MR. DEAKIN'S PROPOSAL FOR A NATIONAL GUARD.

In the House of Representatives Mr. Deakin delivered a great speech of three hours' duration on his defence proposals. These include the creation of an Australian National Guard, manned under compulsory service by the youths of the Commonwealth; the establishment of a small army of 10,000 men; the establishment of a military college; the creation of a coastal navy, and the great expansion of the Federal and coast movements.

The military scheme aims at providing, within a few years, a force of 300,000 men under 40 years of age, which will have passed through the National Guard.

Mr. Deakin made the able communications from the Admiralty, having that the latter rejected the Australian offer to provide 1,000 Australian seamen, and to spend the balance of the subsidy in respect of the present squadron on submarines or destroyers for a local navy, provided that the Admiralty would permanently retain two cruisers on the Australian coast in peace or war.

The Admiralty insists as a preliminary step on the cancellation of the existing naval agreement, as it is unable to pledge itself to maintain a particular vessel permanently in Australian waters.

Pending the final negotiation with Lord Tweedmouth, Australia will go ahead with the construction of her coastal navy, spending a quarter of a million in the current financial year, and developing the compulsory military system. All able-bodied youths at the age of 18 will be required to serve three years, and will be given sixteen days' efficient training annually.

The military scheme is to cost £2,200,000 annually.

The government's defence proposals commit Australia to spend £5,000,000 in the next three years, this covering the capital outlay and the cost of maintenance of all the schemes, including the acquisition of nine submarines and six coastal destroyers.

Mr. Deakin concluded with a passionate appeal to young Australia, enjoying so many privileges—high wages, liberal legislation and opportunities for political power—to show themselves worthy of their unparalleled heritage by relying to the National Guard and fleet of the country and the empire.

The speech produced a sensation, profoundly impressing even Mr. Deakin's bitterest opponents.

TAN SAN.

BOTTLED AT THE FAMOUS TAKARADZKA SPRING.

CLIFFORD WILKINSON TANSAN CO., KOBE.

Pure Healthful and Deliciously Refreshing Tablewater.

Relieving Gout, Promoting Digestion, Preventing and Correcting Acidity, and Giving Tonic to the Whole System.

DR. JUSTIN DE LISLE, M.D. formerly in laboratories of Professors Bous and Metchnikoff, Institut Pasteur, Paris, writes:—"TANSAN contains no microbe of any sort. No wonder it has been pronounced 'THE CHOICEST OF ALL CHOICE WATERS.' I find TANSAN Soft, Sweet and exceedingly agreeable to the taste and in effect on the Stomach."

BEWARE OF IMITATIONS.

SOLE AGENTS:—

H. PRICE & CO., LTD.

TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS,
35, 12, QUEEN'S ROAD CENTRAL.

—GREAT FLOODS IN BRITAIN.

Following is an account via Siberia of the recent weather reported in our telegrams:

The further heavy rains yesterday caused more serious floods all over England. The West was particularly affected.

Between Chippenham and Dantsey the Avon overflowed its banks, and land for some distance on each side of the river is submerged. Some houses are entirely surrounded by water, and great difficulty is experienced in providing the occupants with the necessities of life.

Several landings on the Great Western Railway have interrupted the traffic. A slip at Dantsey delayed the midnight train, and another on the new Welsh line, necessitated the Cornish express running from Bristol to London via Chippenham.

Several business premises in the main thoroughfare of Chippenham are flooded, and communication between Chippenham and Melbury has been interrupted.

Several roads have occurred in West Somerset. At Calcutta, near Bridgwater, a labourer named Morris was driving a pony and cart along a flooded road when the pony slipped into deep water, throwing Morris out. Both man and pony were drowned.

The Thames rose at Chertsey, on Thursday night, about an inch and a half, and the meadows are now completely covered. Chertsey, from the direction of Staines and Egham, is isolated by road on account of water covering all available thoroughfares. At Shepperton the water has covered the meadows.

At Wargrave many houses and bungalows are flooded to a depth of 8 ft. The scene from the Hamwell Viaduct, in the Brent Valley, is almost indescribable. Such a sight has not been witnessed for many years.

Standing by the Caversham Bridge at Reading yesterday afternoon, one did not require the evidence of the borough records, which are inscribed upon the parapet, showing the height of former inundations, to know that the Thames is in flood. The water was swirling against the pier, making miniature waves where it touched them; the ordinarily rapid, slow-moving waters were like a mill-race. Even more eloquent of the volume of water coming down was the appearance of the surrounding country. The river banks were blotted out, all conventional boundaries had disappeared. It was only the swift current that showed which was river and which was overflow.

A measurement was taken, and showed that the stream was still 1 ft. 10 in. below the flood level of 1891, and 4 ft. 4 in. below that of 1894, which is the standing record for this part of the Thames. But the water was rising as one looked at it; it had risen more than a quarter of an inch since the morning. Compared with Wednesday at 2 o'clock, there was 3 in. of difference, and before I left Reading last night (writes a "Daily Chronicle" reporter) I heard that a rise of 14 in. had taken place at Mapledurham during the day. What occurs at Mapledurham one day may be expected to be repeated at Reading the next, so that it is probable that to-morrow the river will have obscured the 1891 record, and will be slowly creeping up to that of 1894.

Reading has suffered a great deal from floods in the past. In the historic inundation of February 1894 no fewer than 8,000 square yards of the town were flooded, according to the borough records, and thirty three streets were more or less affected. On this occasion, as on some others, the corporation horses and carts were used in order to convey householders from their residences to firm ground, and there was a municipal supply of planks to be used as bridges over the flooded sidewalks.

Improvements have been effected since then. "It is not safe to prophesy where the Thames is concerned," said Mr. John Bowen, the borough engineer and surveyor, to our representative yesterday, "but I do not think that there is likely to be a recurrence of our troubles. For one thing certain improvements have been made by the Conservancy in dealing with the flood water. All the locks are in telephonic communication with Reading, and the Conservancy engineer is able to exert more control over the flood water than was possible before. Also new works have been constructed which have had the effect of releasing the flood water with greater rapidity than before."

After our experience of 1894 the level of the houses in the streets which were then flooded was raised, and thus placed beyond the possibility of similar disaster. If the rain continues, there is, of course, the chance of the river rising to the same level," said Mr. Bowen, "but if it does we are fully prepared to meet the emergency."

The town possesses a very fine recreation ground which flanks the Thames, but at present the only recreative purpose to which it could be put is swimming or water polo. Bather seats are upon which the old and young of Reading are accustomed to rest during the pleasant summer months are under water, and the little pavilion has become a forlorn deserted houseboat.

The Reading Corporation have in view the construction of a riverside promenade from Aversham Bridge westward, about three-quarters of a mile. It is really a widening of the tow-path, but on more ambitious lines, and is cut off from the meadows, which will become natural course of development will become building sites, by an iron fence. At present the greater part of the promenade is under water.

It is especially unfortunate that the river should have overflowed its banks at this time, because the corporation has been reserving the work of constructing the promenade until the winter in order to supply labour to some of the unemployed, with whom even the most prosperous town is afflicted. Some fifty labourers might have earned a Christmas dinner had the weather been more kind. As it is, the work will have to be undone until the river has returned to its normal dimensions, which may not be for some considerable time.

Throughout the Thames Valley there is abundant evidence of the excessive rainfall that has visited the South and West of England.

THE ROBINSON PIANO CO., LTD.

PIANOS

TUNED AND REPAIRED

BY

QUALIFIED MEN

AT

MODERATE CHARGE.

Hongkong, 8th January, 1906.

35

Farmers rejoice at a wet winter, but it can be overdone, and when it comes to bringing cows home by boat the limit has been reached. There are miles of flooded land visible from the train between London and Reading, and there must be only a small proportion of the total area in the Thames valley not under water.

4,250 MILES IN A BARGE.

RECORD VOYAGE FROM THE THAMES TO SOUTH AMERICA.

A feat unequalled, it is believed, in ocean navigation has been successfully performed by Captain H. E. Morris, of Gravesend, in sailing an extraordinary Thames barge, without assistance from any other form of craft, from London to South America. Captain Backwith, in charge of a sister barge from the Thames to the same destination, was only less successful in respect of the time in which the voyage was accomplished. The two barges were the Doric and the Norvic (119 and 120 tons respectively), and they were wanted at Para, which is situated some 130 miles up the Amazon, for general heavy work by contractors engaged on that river. Before Captain Morris, who was responsible in respect of both barges, was consulted as to the best means of transport, the idea of sailing them each unaided had not occurred to anyone else.

He decided to rig them as ketches, and his estimate of the time required for the voyage a distance of 4,250 nautical miles, was about sixty days, though, as an extra precaution, he provisioned for 100 days. Each master had a crew of four men. They started together, but separated in the Bay of Biscay.

Head winds were experienced in the Channel, and a heavy north-east gale in the Bay, where the Doric had two mishaps, the wind carrying away the main gaff jib and the main boom jaws. Thence up port was reached the Doric continued in moderate weather. She crossed the ocean and reached Para in fifty-six days, an excellent record, all things considered. The Norvic appears to have had a very rough time, but all was well in the end. She was on the open ocean ninety-six days, and it was a great relief to hear the news of her safe arrival.

ANOTHER FINANCIAL CRISIS?

For the last few weeks the New York financial crisis has been the all-prevailing topic in the money markets of the world. To anyone however who studies carefully the German papers, there is every indication that events are making for what might well be a similar crisis in Berlin. For some time past, there is not the least question that the German Government has been "outrunning the constants." Only to mention two instances—the Army and the Navy—the attention will be attracted by all who take an interest in German "ways and means."

If Germany is to carry on her national business, money must be forthcoming. This great puzzle at present is—where to get it. There are commercial undertakings in most part of the world in which she is deeply implicated—such, for instance, as the Bagdad Railway—all of which are incapable of development in her present straitened circumstances. Indeed, Germany to-day is much in the position of a man who has speculated with his capital, and not only in foreign lands is her financial position precarious. Bankers, manufacturers, stock-brokers, men of wealth, in short the entire commercial world in Germany, are loudly muttering "bad times," but still the Government asks for more money. On all sides, if the Press is any criterion of the real state of the country, comes the cry for State economy. Had Prince Buelow, last week, been forced to resign, there is no saying but that a financial crisis must have resulted. As it is he is the one man who is regarded in financial circles as being capable of steering the deluge, for the thicker the financial outlook, the more vital is it that the Ship of State should be steered by a strong helmsman.—Globe.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 6th St. P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

OCCIDENTAL HOTEL.

ROOMS TO LET. Well and Comfortably Furnished, with separate Kitchens and Baths for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.

Apply to H. R. TONJEE & SON, 5, D'Aguilar Street or 45, Elgin Road, Kowloon. Hongkong, 15th January, 1908.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 21st January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary.

Hongkong, 15th January, 1908.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 17th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPEL & Co., General Managers.

Hongkong, 14th January, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Magnus, will be despatched for the above Ports on or about MONDAY, the 20th inst.

For Freight or Passage, apply to J. MILLET, Agent.

Hongkong, 15th January, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 15th January, 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SAXONIA."

Captain Stehr, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

Any Cargo impeding ber discharge will be landed into the Godowns, and/or extra heavy Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which time they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 14th January, 1908.

200

A LECTURE

ON

CHRISTIAN SCIENCE

by

FRANCIS J. FLUNO, M.D., C.S.D.

Member of the Christian Science Board of Lectureship.

AT THE

THEATRE ROYAL

ON

THURSDAY, JANUARY 23rd, at 5.30 P.M.

Doors open at 5 P.M.

The Lecturer will be introduced by

Hon. Mr. H. E. POLLOCK, K.C.

All are cordially invited to attend.

Admission Free.

Hongkong, 10th January, 1908.

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SWATOW DRAWN WORK COMPANY.

38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL

Dealers in all Sorts of

DRAWN WORK, EMBROIDERY,

BEST PEWEE WARE AND CANTON

GRASS CLOTH, &c.

Hongkong, 19th October, 1907.

1685

NEW ADVERTISEMENT

OIE. DES CHARGEURS REUNIS, ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO, TIENTSIN AND BEIJING, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO, PUGET SOUND, MEXICAN COAST, PUNTA ARENAS, MONTEVIDEO, BUENOS AYRES, without transshipment.

S. S. "MALTE,"

Capt. BENARD.

To Sail about

TUESDAY NEXT, 21st Inst.

THIS quite new twin screw Steamer, 15,000 tons, has superior accommodation for 1st Class Passengers. Only Single berth and double berth cabins, each fitted with Electric Fans and Steam Heaters, Large Dining Room, Drawing Room, Smoking Room, Hair Dressing Room, Dark Room, Laundry.

The Best Line to go to Japan and America. By calling at Chinwanto an opportunity is afforded Passengers of paying a short visit to Peking.

REDUCED RATES OF PASSAGE AND FREIGHT.

Next Sailing S.S. "CEYLON" about 27th February.

For Further Particulars, apply to—

J. MILLET, AGENT,

FRENCH MAIL OFFICE.

Hongkong, 15th January, 1908.

NOTICES OF FIRMS

NOTICE.

BY Mutual Consent, the Interest and Responsibility of Mr. M. W. GREIG in our Firm ceased on the 31st December, 1907.

M. W. GREIG & CO. 188

Fochoow, 6th January, 1908.

NOTICE.

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. B. MICHAEL & CO. The Partners in the Firm are myself and Mr. S. H. MICHAEL.

J. B. MICHAEL.

Hongkong, 1st January, 1908.

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PUBLIC COMPANIES

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from MONDAY, the 20th January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents, for the WEST POINT BUILDING CO., LIMITED.

Hongkong, 10th January, 1908.

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THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from FRIDAY, the 17th January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 10th January, 1908.

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, On FRIDAY, the 17th January 1908, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHES AND MATSHEDS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms:—Cash.

For Plan and Conditions of Sale, apply to—

HUGHES & HUGHES, Government Auctioneers.

Hongkong, 14th January, 1908.

193

BY DIRECTION OF THE REGISTRAR OF THE SUPREME COURT.

MESSRS. HUGHES & HUGHES, Government Auctioneers have instructions to sell by Public Auction, On FRIDAY, the 24th January, 1908, at 12 o'clock Noon, at their Auction Rooms in Ico House Street, IN TWO LOTS

THE ONE EQUAL UNDIVIDED TWENTY-FIFTH SHARE IN THE LEASEHOLD PROPERTY, known and registered in the Land Office as Kowloon Island Lot No. 1143, and

A 2500 SHARE IN THE KWONG YIN LOONG CIGAR

of No. 27, Queen's Road Central.

Particulars and Conditions of Sale may be obtained from the Registrar of the Supreme Court and from the auctioneers.

DEACON, LOCKER & DEACON, Hongkong, 14th January, 1908.

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ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 28th July 1907.

197

WANTED

WORK WANTED.

ENGLISHMAN desires EVENING EMPLOYMENT. Books written up and taken; competent shorthand writer and typist; no extra remuneration.

Apply to—"LEX," Care of "Daily Press" Office.

Hongkong, 14th January, 1908.

195

WANTED.

CAPABLE CHINESE SALESMAN to travel Coast Ports. State experience and salary.

Apply to—"SALESMAN," Care of "Daily Press" Office.

Hongkong, 13th January, 1908.

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HONGKONG CLUB.

NOTICE.

THE Post of COMPRADORE to the above Club, becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRACE, Secretary.

Hongkong, 9th January, 1908.

172

WANTED A COMPRADORE.

A Mercantile Firm require the Services of a Good COMPRADORE. A first class man with reasonable salaries will be liberally dealt with. Address in confidence.

"COMPRADORE," Care of "Daily Press" Office.

Hongkong, 7th January, 1908.

160

WANTED.

ON THE UPPER LEVELS.

COMFORTABLY FURNISHED BED and SITTING ROOM, with Bathroom and Boys' Quarters.

Apply to—"Daily Press" Office.

Hongkong, 6th January, 1908.

153

TO LET

TO LET.

"EIGESFORD" (Furnished) No. 114, FRANK, Contains 6 ROOMS. No. 71, WYNDHAM STREET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 23 Rooms.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 14, QUEEN'S ROAD CENTRAL, Two Floors, (one Goldsmith MacGregor).

OFFICES in Queen's Road Central.

RELIOS TERRACE HOUSES, ROBINSON ROAD.

No. 1, ALBANY, Newly Painted, Repaired and Colourwashed.

No. 6, DES VUEX VILLAS (FRANK).

No. 2, BEACONFIELD ARCADE.

No. 57, PRAYA GRANDE, Macao.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building.

Hongkong, 14th January, 1908.

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TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—

SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907.

91

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.

Apply to—

DAVID SASSOON & Co. Ltd., Hongkong, 4th January, 1908.

86

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATFIELD," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLVD. BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

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THE WHOLE OF THE SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

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FURNISHED or UNFURNISHED, a HOUSE in CONDUIT ROAD.

Suitable for a Small Mess or Married Couple. Terms very moderate.

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Care of "Daily Press" Office.

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A SIX ROOMED HOUSE at ELIOT CRESCENT, Robinson Road.

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"STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

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Hongkong, 4th January, 1908.

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TO LET.

NEW and COMMODIOUS SHOP in Des Vaux Road Central, moderate rental.

FLATS in Des Vaux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 27th November, 1907.

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TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

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NEW MODEL

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RETURNED AFTER A FEW MONTHS

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REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

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S. MOUTRIE & CO., LTD.

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Hongkong, 13th November, 1907.

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POSTCARD PAINTING BOOKS.STAMP, BIRTHDAY AND POSTCARD ALBUMS,
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POSTAGE STAMPS

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All other Philatelic Goods

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Hongkong Hotel, Corridor.
Hongkong, 1st January, 1908.

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SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
83, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan
Road, Hongkong, (next to the Metropole
Hotel).
The property contains by admeasurement
103,950 square feet. Crown Rent, \$238.00 per
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Hongkong, 12th September 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Storerooms
will be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901.MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)COAL DEPARTMENT
MARUNO-UCHI, TOKIO.Cable Address, "IWASAKI"
which applies to all Branch Offices.
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HANKOW.AGENTS—
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CHINKIANG: Messrs. GRADING & Co.
MANILA: Messrs. ALONDRAY & Co.SOLE PROPRIETORS of Takashima,
Ochi, Shinwa, Nansaku and Kani-Yamada
Collieries, and also Hogo Colliery, which will
shortly be ready to produce on a large scale the
best Buzon Coal.The Head and Branch Offices and the
Agencies of the Company will receive any order
or sale produced from the above Collieries.
T. MATSUKI, Manager, Hongkong,
814, No. 2, Polder Street.KEATING'S
LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE

(Florida and Rabatton United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3.30 P.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.
Hongkong, 8th January, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out under by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex. s.s. Banca and Macedonia.From Calcutta, ex. s.s. Simla.
From Port Said, ex. s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 9th January, 1908.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 15th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SABSON & CO., LTD.

Agents.
Hongkong, 11th January, 1908.

"BEI" LINE OF STEAMERS.

SS. "BENCLENCH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th January, 1908.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE,"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.,
Agents.
Hongkong, 13th January, 1908.

SHIPS AND SHIPPING.

PARS. FROM VARIOUS SOURCES.

In his interesting speech at the P. and O. meeting Sir Thomas Sutherland took notice, as he was almost bound to do, of the probable effect of certain threatened shipping legislation in the Commonwealth. It is proposed that no vessel, British or otherwise, shall engage in trade between one Australian port and another unless she pays the Australian rate of wages, and otherwise conforms to Commonwealth ideas. As the P. and O. boats are manned by Lascars, the measure simply means that on the coast voyage between Colonial ports of call the company will be prohibited from carrying inter-State passengers. As these numbered 3,000 last year, it represents a probable loss of revenue of £25,000 to £10,000 per annum. Sir Thomas Sutherland seems to hint that there is such a thing as reprisals.

The temptation to embark experimentally upon turbine engines appears to have presented itself to the P. and O. Company in connection with the construction of the Salsette. She is to be a 6,000-ton boat, larger, but very much after the model of the Isis and the Oiris, the high-speed vessels which carry the mails between Brindisi and Egypt. The Salsette is to run between Aden and Bombay in connection with the mail service. The idea of using turbines for her propulsion was, Sir Thomas Sutherland states, abandoned owing to the discovery that both the initial cost and the coal consumption would be much greater. Yet turbine engines for short runs have found favour with the British India Company and certain Colonial lines. An interesting fact mentioned by the chairman of the P. and O. Company was the appreciation which the public show of the pleasure cruises of the Vedica.

From a recent interpellation in the French Chamber, it transpires that the boilers of His Majesty's ship Dreadnought were made in France. The fact was made plain by the statement of the Minister of Marine, who announced that the boilers came from La Corderie, near Paris, although he insisted on describing them as English. It appears that Messrs. Babcock and Wilcox, who constructed the boilers, have works at La Corderie, and it is suggested that they would be entitled, under the law, to a shipbuilding bounty of 11s. per unit. This bounty is of course, designed to enable French builders to compete more advantageously with their rivals. It is not asserted that Messrs. Babcock and Wilcox either claimed or got the bounty in the present instance. So little does French law favour the foreign builder, that a French steamship which recently had a new donkey-engine put in when at a foreign port was compelled to pay duty on it when she returned to France.

The White Star Line, which some time since fitted all its Atlantic passenger steamers with an automatic signalling apparatus, has now decided upon a similar equipment for its cargo boats. This step has been decided upon in consequence of the very favourable reports which have been made by the commanders of those of the White Star steamships in which the apparatus is already installed. Messrs. Lamay, Lurie, and Co. have, indeed, caused it to be made known that in their view submarine signalling is a most valuable aid to navigation.

Of the Kaiser's visit to Southampton Docks comparatively few details have been published. But it may be stated that the Emperor displayed the keenest interest in the port which the German Atlantic liners favour, and was undoubtedly impressed by its great possibilities. His Majesty's sympathy with the German maritime marine led him to follow shipping affairs with a good deal of attention, and when the Imperial visitor was taken to the Trafalgar Dock, where the work of joining the new bow of the Suerio to the rest of the ship is being rapidly completed, it transpired that he was fully acquainted with the circumstances under which this remarkable piece of work came to be performed. The Kaiser was nostalgic in his praise of the skill with which the whole process of rehabilitating the Suerio had been conceived and carried out.

The Teutonic, a twin-screw steamer launched at Port Glasgow, and intended for service on the River Amazon, boasts features which must be unique in a vessel of this description. For instance, there is a large refrigerating chamber on the main deck, which will cool the food and other articles to be pumped up to the bar on the promenade deck. This is a departure in the matter of food which ought to be greatly appreciated in Brazil. In the smoke-room on the upper deck is placed a piano, which, if no pianist is present, will play automatically. On the top of the chart-house is a sky-sign which by the aid of electricity, shows the vessel's name at night in colours. Electrical sounding apparatus is also fitted in the hold, so that in the event of water getting into any one of them the fact will be notified in the captain's room. The Teutonic, which is 877' long and 33ft in beam, has accommodation for forty-four first-class passengers.

Ocean cruising for health and pleasure had its origin in this country, but the Germans have been remarkably quick in developing the idea. No line, indeed, devotes more attention to this class of business than the Hamburg-American, which has just issued an attractively-illustrated pamphlet descriptive of its cruising arrangements for the season from January to May. Among the vessels assigned to this work are the Meteor, which is said to be a favourite with the Kaiser, the Moltke, and the Cosma. The latter is none other than an enlarged and rejuvenated edition of the Suerio, once running in the South Africa mail service. Voyagers have a choice of holiday grounds, the more favoured at this season being the Mediterranean, the Adriatic, and the Orient. The steamers usually call at Southampton on the first outward trip, and afterwards make some Mediterranean trip, such as Genoa or Venice, the starting point of subsequent tours. There are cruises from New York back to the Mediterranean and to the West India.

A somewhat mysterious announcement was made the other day to the effect that a proposal was to be brought forward for the laying up of a considerable quantity of steamship tonnage, on the basis of a contribution to idle ships from those which continued to run. It was added that the principle was first to be applied to the Baltic and White Sea trade. As a matter of fact, the Baltic and White Sea trade, as a matter of winter months. The report is evidently based upon a scheme put forward some little time back in connection with this particular trade. The opposition which it then encountered is quite intelligible. It was interpreted as meaning that those ships which could run economically at their existing freight rates were to go on earning money, not for themselves alone, but in part for the owners of boats which could not work at a profit. The proposal was thought to be a little too one-sided.

It is becoming increasingly difficult for Americans to get from San Francisco to Honolulu. The voyage is regarded as coming within the range of United States coasting trade, and a passenger must make the trip under the Stars and Stripes, or not at all. Since the United States lost its only line between Pacific ports and Australia, the trouble in reaching the Hawaiian Islands has become acute. As for the Samoa Islands, there is no direct communication at all from San Francisco. President Roosevelt's proposal for meeting the difficulty is to give a subsidy of \$4 per mile, instead of \$2 per mile, for all mail boats of over sixteen knots, and in this way to stimulate improved communication with South America, the Philippines, and Australia. If this amount is paid it will put such steamers, proceeding on the same footing as the vessels of the American Line, which get \$4 a mile on their outward voyage from New York to Southampton. But in their case it is a condition that the vessels in which the mails are conveyed shall have a speed of at least twenty knots.

For some time there has been a persistent rumour of an arrangement between the Canadian Company and the Grand Trunk Railway of Canada, whereby the former is to provide steamers for the latter's services on both the Atlantic and the Pacific. There is no foundation whatever for the report. On the contrary, indeed, the Grand Trunk contemplates building a fleet on its own account, when its railway lines are completed, and several naval architects in this country are at the moment preparing designs for the new steamers. Like its rival, the Canadian Pacific Company, the Grand Trunk line naturally desires to conserve the valuable coast traffic for its own purposes. There are now no fewer than fourteen new steamers under construction for trading between the West Coast of America and Japan and Australia, but the American flag is conspicuous by its absence. That is one of the reasons why President Roosevelt is anxious to see the Ship Subsidy Bill passed into law. The Pacific trade is bound to develop tremendously during the next few years, and the Americans are almost anxious to secure a proportion of it. At present, this is not possible owing to the decadent condition of its mercantile marine.

A NEWSPAPER NAVY SCORE.

The Express recently said—
In October last the Admiralty issued instructions for the ships of the "instantly ready" division of the Home Fleet at the time to proceed to Chatham to refit. It was first arranged that all the ships should go at once, but as this course would have led to a good deal of hostile criticism the programme was altered so that one ship should go at the end of October, four in November, one in December, and three in January.

At the same time it was stated that in order that the strength of the "instantly ready" division should not be seriously depleted, emergency vessels would be sent round from Portsmouth and Devonport to take the places of the ships in dock. The following were the arrangements as published:—

Bulwark to be replaced by Hamblet.
Majestic to be replaced by Mars.
Victorious to be replaced by Prince of George.

Natal to be replaced by Boreas.
Achilles to be replaced by Ariadne.

In the first place, it may be pointed out that the substitute ships, being, except in two cases, considerably older and weaker than the ships whose places they were to take, represent only about 70 per cent of the original strength of the division. Thus, the Hamblet is ten years older than the Bulwark; and the Boreas and Ariadne carry guns larger than the 6-in. while the Natal and Achilles have 7.5-in. and 9.2-in. weapons. The Majestic, Mars, Victorious, and Prince George are all sister ships.

In addition to this, however, it appears from the inspection of the last six weeks that the statement as to substitute ships was issued for public consumption only, and that the Admiralty never had the least intention of maintaining the Home Fleet at its full, or anything like its full strength.

The Bulwark went to Chatham on October 31, the Majestic and Victorious on November 5, and the Natal and Achilles on November 22; but no substitute ship arrived at Chatham, and no orders to prepare any for that purpose have been sent to Portsmouth or Devonport. The whole thing is simply another move in the game of make-believe for which the Admiralty has all along been using the egregious Home Fleet.

This is the condition of the fleet which Lord Tweedmouth, First Lord of the Admiralty, said on its inauguration would be "instantly ready for any emergency."

BATTLESHIPS.

Dreadnought in the Mediterranean.

Bulwark ... in the Mediterranean.

Majestic ... in the Mediterranean.

Victorious ... in the Mediterranean.

London ... at Sheerness, not "ready," but waiting their turn to go into dock. (Dec. 17 and Jan. 16, respectively).

Magnificent ... at Sheerness, not "ready," but waiting their turn to go into dock. (Dec. 17 and Jan. 16, respectively).

ARMOURD CRUIZERS.

Natal ... in dock at Chatham.

Achilles ... awaiting their turn. (Jan. 15).

Lorcha ... and 6 respectively).

Warrior ... READY!

This is how the fleet may be summarised:—

Nominal strength ... 11 Waiting for refit ... 4

Number afloat ... 6 Actually ready ... 1

Afloat within 1,000 miles of the North Sea ... 5

PER CASE

THORNE'S

OLD VAT

\$14

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENGLASS AND HAS BEEN SOLD AS SUCH SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

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By Royal Warrant to His Majesty The King.

BOVRIL

is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only.

BOVRIL is liquid life.

Make no Mistake about it!

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SCOTCH WHISKY

of the best from Dundee. Demand it.

Agents for Hong-Kong: SHEWAN, TOMES & CO.

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THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August 1906.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906 £17,877,119.

(1) AUTHORIZED CAPITAL £3,000,000
SUBSCRIBED CAPITAL 2,750,000
PAID-UP CAPITAL 2,875,000
(2) FUND 3,386,720 19 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897.

HONGKONG BUSINESS DIRECTORY.

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TO Ladies all the most beautiful women use

CREME SIMON

Have found it very good indeed.

SAVON POUDRE SIMON
PARFUMS
J. SIMON
Chimiste, Parfumeur, Perfumier et Storeur.

GRIMAUD & Co

Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERE - 8
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THE NEW FRENCH REMEDY

THERAPION

is a successful and highly popular remedy, used in the Continental Hospitals by Kien, Rostan, Joubert, Veillon and others, combines all the delicate to be sought in a medicine of the kind, and possesses every virtue employed.

THERAPION No. 1 is a powerful purgative, it removes all discharges from the bowels, and is especially useful in the treatment of which discharges are very frequent, the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found to be a most effective remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a powerful purgative, it removes all discharges from the bowels, and is especially useful in the treatment of which discharges are very frequent, the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found to be a most effective remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a powerful purgative, it removes all discharges from the bowels, and is especially useful in the treatment of which discharges are very frequent, the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found to be a most effective remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 2/6 & 4/6. In ordinary cases which of these numbers is required, and direct above. Each Mark, which is a facsimile of the word "THERAPION" and appears on the British Government Stamp in white letters on a red ground, affords to every package by order of His Majesty's Home Commissioners, and without which it is a forgery.

Sold by all Principal Chemists.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP.	(NILE) Capt. E. P. Martin, R.N.R.	10 A.M., 15th Jan.	Freight and Passenger.
SHANGHAI	PENINSULAR Capt. W. B. Palmer, R.N.R.	About 24th Jan.	Freight and Passenger.
LONDON via USUAL PORTS	ARCADIA Capt. A. L. Valentini	Noon, 25th Jan.	See Special of Call.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	SCOTIA Capt. W. E. Hickey	About 29th Jan.	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th January, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	On 15th Jan., 4 P.M.
SHANGHAI	"PAOTING"	On 15th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKANG"	On 15th Jan., 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 16th Jan., 4 P.M.
MANILA	"TAMING"	On 21st Jan., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 21st Jan., 4 P.M.
SHANGHAI	"KIUKIANG"	On 22nd Jan., 4 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

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Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

HONGKONG, 15th January, 1908.

BUTTERFIELD & SWIRE,
AGENTS.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Wedday 15th Jan., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH" Capt. Gresson	About Wedday, 15th January.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Steden	Thursday, 30th Jan., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th January, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW and AMOY	"DAIJIN MARU" Capt. I. Sakurai	SUNDAY, 19th Jan., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th January, 1908.

T. ARIMA, Manager.

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 16th January.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	On 21st January.

For Further Particulars, apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 15th January, 1908.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJILATJAY	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJILIWONG	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIPANAS	JAVA	Second half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 7th January, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 17th Jan., 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 18th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Sunday, 19th Jan., 4 P.M.
SHANGHAI	"YIKSANG"	Tuesday, 21st Jan., 4 P.M.
MANILA	"YUENSANG"	Friday, 24th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 21st Jan., 4 P.M.
MANILA	"LOONGSANG"	Friday, 21st Jan., 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking on these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

HONGKONG, 15th January, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

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MEN-OF-WAR ON THE CHINA AND
JAPAN STATION.

ABSTRACT.

Kaiser Franz Josef I. Austrian cruiser, 4,309.

Capt. Ferdinand Babbler, Northern Waters.

Allonette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Joannet, Canton.

Carondelet, gunboat, Lieut. Korchal, Saigon.

Decadée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L. Eost, Haiphong.

D'Entrecasteaux, French cruiser, 8,000, Capt. Tracou, Shanghai.

Esturgeon, submarine, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagos-Duvaroux, Saigon.

Kerenski, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons, 12 guns, 19,800 h.p., Capt. Matel.

Mousquet, destroyer, Lieut. Drobosin, Baie d'Along.

Oly, gunboat, Lieut. Grullier, Yangtze.

Pelio, gunboat, Lieut. Marchand, Tongka.

Perle, submarine, Saigon.

Pistolet, destroyer, Lieut. de Reinech Werth, Baie d'Along.

Protée, submarine, Lieut. Glorieux, Saigon.

Rapiet, destroyer, 330 tons, Lieut. Vincent de Brighignone, Saigon.

Redoutable, battleship, (in reserve) 9947 tons, 8 guns, 6071 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Malliez, Sfax, armed gunboat, 1796 tons, 10 guns, 1700 h.p., Dne, Saigon.

Surprise, gunboat, 620 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Taktang, gunboat, Yangtze.

Toucan, destroyer, Com. Terquem, Saigon.

Vanban, torpedo-depot (reserve), 6150 tons, 23 guns, 4500 h.p., Hongay.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brignon, Canton.

Furst Bismarck (flagship), 11,000 tons, 36 guns, 14,000 h.p., Komde-Admiral Breusing, Tsingtau.

Hils, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Kiesel.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Klob, Yangtze.

Leipzig, cruiser, Commandant von Rothenberg, East Asia.

Luchs, gunboat 550 tons, 10 guns, 1344 h.p., Commander Kiesel.

Niobe, cruiser, Commander Wittebel.

Phetis, cruiser, 2680 tons, 24 guns, 8000 h.p., Captain Glazet.

Tiger, gunboat, 900 tons, 10 guns, 1390 h.p., Commander V. Abeken.

Teignian, gunboat, 17 tons, 5 guns, 1330 h.p., Lieut. Bremer.

Vaterland, gunboat—tons, 3 guns, 500 h.p., Lieut. de Sposetti.

Vesuvius, cruiser, 2145 tons, Baron de Saint Pismo, Saigon.

Rio Lima, cruiser, 730 tons, 7 guns, Macao.

Barry, destroyer, 420 tons, Ena. David Lyons, Cavite.

Callao, gunboat, 243 tons, Lt. Guy Whitlock, Canton.

Chastuoy, destroyer, 420 tons, Lt. Frank McCarty, Cavite.

Chastanoy, cruiser, 3230 tons, Commander Cleveland, cruiser, 3200 tons, Commander J. T. Smith, Cavite.

Colorado, armoured cruiser, 13,630 tons, Captain S. H. Staunton, Cr. ing.

Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai.

Dale, destroyer, 420 tons, Ena. G. V. Stewart, Cavite.

Deatour, destroyer, 420 tons, Ena. C. W. Nimble, Cavite.

Denver, cruiser, 3200 tons, Commander W. B. Caperton, Cavite.

Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Cavite.

Helena, gunboat, 1392 tons, Commander R. M. Hughes, Yangtze.

Maryland, armoured cruiser, 13,630 tons, Capt. G. Thomas, Cruising.

Monsieuc, monitor, 4000 tons, Lt. Commander Miller, Olongapo.

Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo.

Pennysylvania, armoured cruiser, 13,650 tons, Capt. A. Ward, Cruising.

Quincy, gunboat, 350 tons, Lt. H. P. Perrell, Yangtze.

Villalobos, gunboat, 370 tons, Lt. A. Andrews, Yangtze.

West Virginia, armoured cruiser, 13,630 tons, Capt. J. B. Milton, Cruising.

Winnington, gunboat, Commanding W. R. Rush, Hongkong.

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SHIPPING IN PORT.

STEAMERS.

ANGLO SAXON, British str., 2,671, W. A. Isaacs.

12th January—Cardiff 10th Nov., Coals—Admiralty.

AMBAKE MARU, Japanese str., 2,987, T. Ota.

5th January—Moji 30th December, Coal—Mitsui Bussan Kaisha.

ABERATON APCAR, British str., 2,931, A. Stewart.

7th January—Yokohama, Kobe and Moji 3rd January, General—David Sassoon & Co.

CARI, DIEDERICHSEN, German str., 774, T. Kayser.

15th January—Haiphong 5th and Holbow 11th January, Rice and General—Jensen & Co.

CATHERINE APCAR, British str., 1,730, W. D. A. Thomas.

11th January—Calcutta and Straits 25th January, General—David Sassoon & Co.

CHANGHONG, British str., 1,265, H. E. Walker.

1st January—Changhai 28th December, General—Butterfield & Swire.

CHARLTON, British str., 2,532, W. G. Thomas.

27th December—Barry 5th Nov., Coal—Naval Store Officer.

CHOWTAI, German str., 1,115, W. Mollermann.

11th January—Bangkok and Swatow 10th Jan., Rice and General—Butterfield & Swire.

DROUJAB, Norwegian str., 1,102, J. Biog, 11th Jan.—Bangkok 31st December, General—Nippon Yusen Kaisha.

EMPRESS OF INDIA, British str., 3,032, E. Bootham.

16th Jan.—Vancouver 26th Dec. and Shanghai 13th Dec., Mails and General—C. P. R. Co.

EMPRESS OF JAPAN, British str., 3,430, H. Pybus.

R.N.R., 13th January—Vancouver, B.C. 24th Dec. via Japan Ports and Shanghai 11th Jan., Mail and General—Canadian Pacific Railway Co.

GERMANIA, German str., 1,713, H. Lorenzen.

8th January—Haiphong 7th January, Rice—Jensen & Co.

HAIMUN, British str., 636, A. J. Robson.

12th January—Fogdow Jan. 9th, Amoy 10th, and Swatow 11th, General—Douglas, Laprak & Co.

HANGCHOW, British str., 990, Mawley.

7th Jan.—Changhai 2nd Jan, General—Butterfield & Swire.

HOPSON, British str., 1,356, Jas. M. Hay.

2th January—Swatow 6th January, General—Jardine, Matheson & Co.

HYUNCHANG, Chinese str., 1,238, J. Whitlaw.

8th January—Chefoo 3rd Jan., General—Chinese.

HUE, French str., 705, J. Pamior.

13th Jan.—Haiphong, Fakhio, Hoihow and K. C. Wan 12th Jan., General—A. R. Marty.

